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CHOICE LIQUEUR
SCOTCH WHISKY
PER DOZEN ... 820.00
SOLE AGENTS—
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12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

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THE WORLD.
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No. 13,820 — 號十式百捌千叁萬壹第 日壹初月陸年捌十二緒光 HONGKONG, SATURDAY, JULY 5th, 1902. 陸拜禮 號伍月柒年式零百九千壹英港香 PRICE, \$24 PER MONTH

EMERSON'S
BROMO-SELTZER
GRANULAR EFFERVESCENT
(TRADE MARK REGISTERED.)
A speedy and reliable remedy for Nervous Headache, Neuralgia, Brain Fatigue, Sleeplessness, Over-Brain Work, Depression following Alcohol and other Excesses, Mental Exhaustion, &c.
SOLE AGENTS—
A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.
[a1545]

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.
This World-renowned Fine Old Highland Whisky, sold by Shippers—CUTLER, PALMER & CO., is obtainable in Hongkong of their Agents.
SIEMSEN & CO.
Hongkong, 1st January, 1901. [a47]
CUTLER, PALMER & CO.'S
Price \$11.25 PER DOZEN
NET
"SPECIAL BLEND" WHISKY
Blend of Selected Distillations of the Finest Scotch Whiskies
Apply to
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HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.
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WEEK DAYS.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 15 minutes.
12.00 p.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
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8.45 p.m. & 9 p.m. ... Every 1 hour.
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SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.
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General Managers.
Hongkong, 1st October, 1901. [a982]

VICTORIA CYCLE EMPORIUM.
THE pleasure of cycling consists in having a First-class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply Fittings of every description. Bargains can be had in Second-hand Machines. Repairs executed with promptitude and skill. Enamelling a Speciality.
McKENDRY & CO.
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 4th April 1901. [a996]
GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
\$2.50 per Cask of 375 lbs. net ex-Factory.
\$3.50 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 7th June, 1902. [a1605]

HOTEL
THE QUEEN'S HOTEL,
ELGIN ROAD, KOWLOON.
Three minutes' walk from the Steamer Wharves, and seven minutes by Ferry-launch from the City of Victoria.
A First-class Hotel with thirty-five very airy Bedrooms.
Board and Residence:
By the day, ... From \$5 to \$7.00
" month, ... \$85 to \$110.00
" for Married Couple, ... \$160.00
Everything of the Best.
Dinner Parties by Special Arrangement.
Billiards (Thurston Match Table).
Most perfect culinary arrangements.
Food both in European and Eastern styles.
H. RUTTONJEE,
Proprietor.
Hongkong, 25th November, 1901. [a299]

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ENGINEERS, SHIPBUILDERS, BOILER MAKERS AND BLACKSMITHS.
BRASS AND IRON FOUNDRERS.
COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS, TUGS AND FAST STEAM-LAUNCHES.
PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF EVERY DESCRIPTION.
OFFICES & SALES-ROOMS, ENGINE & SHIPBUILDING WORKS, 60 & 62, DES VŒUX ROAD CENTRAL, KOWLOON BAY.
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CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK. PLANS, SPECIFICATIONS AND TENDERS.
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OUR KING AND QUEEN TO BE COMPLETE IN 24 PARTS (5 PARTS READY). each 0.40
PAIR OF LARGE ENGRAVINGS OF THE KING AND QUEEN Framed. \$40.00
NEW STOCK MENU and GUEST CARDS.
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NEW GOODS.
BATHING DRESSES AND DRAWERS, A.S.A. SWIMMING COSTUMES.
BATH ROBES, BATH BLANKETS, BATH TOWELS, THIN TROPICAL BLANKETS, &c., &c., &c.
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CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the underlined—
SUPERB OLD COGNAC, \$23.75 PER DOZ.
Distinguished by 4 Stars on the label.
ANOTHER FINE COGNAC, \$16.75 per doz.
Less old than the above.
IMPERIAL BRAND, \$12 PER CASE.
THE ELITE OF WHISKY—THE "PAUL MALL." \$21 PER DOZ.
11 Years-old; the finest quality shipped. Each bottle bears an Analyst's certificate.
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Very soft, palatable, and mature. EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE.
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C. P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.
This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassal.
DOUBO PORT, \$15 PER DOZ.
A fine, full, and fruity wine.
AMOROSO SHERRY, \$21 PER DOZ.
LA TORRE SHERRY, \$17.50 PER DOZ.
A natural and most pleasant wine to the taste.
BENEDICTINE LIQUEUR—D.O.M., \$41.75 PER DOZ.
EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE.
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VICHY CELESTINS GRANDE-GRILLE CONTREXEVILLE ST. GALMIER WATER
Apply to
G. GIRAULT.

THE SUN IS SHINING
AND
SALES ARE IN FULL SWING
FRUIT SYRUPS.
LIME FRUIT JUICE LIME FRUIT CORDIAL.
FRUIT TABLETS.
PERFUMERY. DISINFECTANTS.
SPONGES.
PEACH BLOSSOM SOAP. CHAMPAGNE BITTERS.
WATKINS, LIMITED.
[a33]
Absolute purity can only be obtained by distillation. A void Typhoid. Cholera and other ailments by drinking Pure Water.
Only Pure Treble-Distilled Water is used in the Manufacture of
AQUARIUS.
"No filter has ever been invented which can be relied on to catch the germs of Cholera the real safeguard against danger of this kind is either to drink no water at all or to drink only distilled water."—St. James's Gazette.
CALDBECK, MACGREGOR & CO.
SOLE AGENTS FOR THE AQUARIUS COMPANY.
Hongkong, 30th June, 1902. [a33]

COTTAM & CO. HONGKONG HOTEL BUILDINGS.
NEW TERAI AND FELT HATS, SUMMER UNDERWEAR, AND BATHING GEAR. [a37]
CYGNITE.
A WHITE PAINT (REGISTERED), WHICH POSSESSES CERTAIN ADVANTAGES OVER WHITE LEAD AND WHITE ZINC.
COLOUR—GOOD. COVERING CAPACITY—GREAT. PRICE—MODERATE.
OBTAINABLE IN HONGKONG FROM THE SHIPCHANDLERS AND FROM
WILKINSON, HEYWOOD & CLARK, LTD.
DES VŒUX ROAD (GROUND FLOOR OF HONGKONG HOTEL).
MANUFACTURERS OF ALL SORTS OF PAINTS AND VARNISHES.
HEAD OFFICE:—7, Caledonian Road, London. [a1236]

THE BEACH HOTEL CO.
CHEFOO.
THIS FIRST-CLASS HOTEL IS BEAUTIFULLY SITUATED IN THE BEACH AND COMMANDS EXTENSIVE VIEWS ON ALL SIDES OF THE SEA AND MOUNTAIN SCENERY, FOR WHICH CHEFOO IS FAMOUS. IT IS NOW UNDER NEW MANAGEMENT, HAS BEEN RECENTLY REARRANGED AND REFURNISHED, AND IS SECOND TO NONE IN COMFORT.
GAS LIGHTING THROUGHOUT.
COMFORTABLE ROOMS.
SPACIOUS VERANDAH AND TERRACE.
TENNIS AND BATHING.
R. PEREZ, MANAGER.
TELEPHONE No. 6. [a1631]

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAKS, FILMS AND ACCESSORIES, DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG. [a4]
AUTOMATIC MAUSER PISTOLS.
CALIBRE 7.63 mm. CHAMBER for 40 CARTRIDGES; FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong 3rd October, 1900. [a4]
"C. E. WARREN & CO., BUILDING CONTRACTORS, 30, DES VŒUX ROAD CENTRAL.
ALL KINDS OF SANITARY APPLIANCES AND DRAINAGE ACCESSORIES Supplied and Fixed.
AGENTS FOR MOSAIC TILES. [a1818]

INSURANCE
THE STANDARD LIFE ASSURANCE COMPANY.
Savings Policies. Dollar Policies. Whole Life Policies. Short term Policies. Endowment Policies. Travellers' Policies. Partnership Policies. Children's Endowments. Survivorship Policies. Old Age Pensions. Life Payment Policies. Immediate Annuities. Premiums moderate. Conditions liberal. For all Particulars apply to
DODD & CO., Ltd., Agents.
Hongkong, 12th January, 1901. [a1797]
HOTELS.
HONGKONG HOTELS.
A First Class Hotel in every respect. Elegantly Furnished Reading, Music, and Smoking Rooms. Dining Accommodation for 250 persons. Hydraulic Elevators to every floor. Cuisine of the best. Hot and Cold Water throughout. Wines and Groceries imported specially from Europe and America. Electric Lighting in the Billiard Rooms. Wines, &c., cooled by Refrigerator. All Hotel Linen washed on the premises by Machinery. Bedroom Accommodation—132 rooms. Fire Extinguishing Mains on every floor. CHABON MODERATE. [a49]

THE PEAK HOTEL.
Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.
A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.
Telephone No. 29.
Town Office: 7, DUNDAS STREET. [a980]
HOTEL CRAIGIEBURN.
PLUNKET'S GAP, THE PEAK, near the Tram Terminus.
Tel. 55.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [a52]
THE CONNAUGHT HOTEL.
A FIRST CLASS HOTEL of 15 Bedrooms, elegantly furnished. The Hotel is situated near all the Banks and Principal Offices in the Colony. Special Attention paid to the Comfort of Guests. Cuisine excellent; under Experienced Management. Terms Moderate. F. D. A. SILVA, Manager. Hongkong, 23rd May, 1902. [a51]

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.
THIS First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well-furnished Bedrooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate. L. HING KEE, Proprietor. Telegraphic address "HINGKEE." [a1844]
"BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA) MACAO
HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home. A most pleasant retreat for those desirous of a few days' rest and quiet. Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao. Macao is 40 miles south-west of Hongkong. One steamer (s.s. Heungshan), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres. Cable Address—"BOA VISTA." For Terms, apply to
THE MANAGER.
[a1845]
VICTORIA HOTEL, SHAMBAEN, CANTON, BRITISH CONCESSION.
GOOD Accommodation. Excellent Cuisine. Every Convenience for Tourists. T. F. DA CRUZ, Manager. Canton, 1st October, 1901. [a1837]

THE QUEEN'S HOTEL, ELGIN ROAD, KOWLOON.
Three minutes' walk from the Steamer Wharves, and seven minutes by Ferry-launch from the City of Victoria.
A First-class Hotel with thirty-five very airy Bedrooms.
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" for Married Couple, ... \$160.00
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INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHAMPAGNE

JULES MUMM & CO., REIMS.

As supplied to Royal and Imperial
Courts of Europe.

SCOTCH WHISKY

WATSON'S CELEBRATED

E BLEND

COGNAC BRANDIES

of the Finest Quality.

CLARET, SHERRY AND PORT

AUSTRALIAN WINES

RAINIER BEER

"The Finest Beer brewed in America."

BRATED WATER

Absolute Purity Guaranteed.

CIGARS, CIGARETTES, &c., &c.

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

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LITERA.
P.O. Box, 35. Telephone No. 12.

BIRTHS.

On the 1st June, at 40, Durenth Road, Stan-
ford Hill, London, N., the wife of J. R. CHALK,
a daughter. [1863]On the 23rd June, the wife of J. M. CAMERON,
Manager, Stirling Street, Mill, Lahore, of a son.On the 26th June, at Manila, P.I., Captain
LOUIS F. GARRARD, Jr., of Georgia, U.S.A., to
GRACE BRYCE, eldest daughter of U.S. Consul-
General O. F. WILLIAMS, of Singapore.

DEATHS.

On the 28th June, at the General Hospital,
Shanghai, of cholera, MARY BRAN, aged 42
years, chief officer of s.s. "Wahai," a native of
Ponape, Co. Austrin, Ireland.On the 29th June, at the General Hospital,
Shanghai, WILLIAM TURNER, aged 39 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.I.
LONDON OFFICE: 181, FLEET STREET, E.C.

Hongkong, 5th July, 1902.

In considering two days ago the report of
Mr. A. H. LAY on Japan's foreign commerce
in 1901, we arrived at the consideration of
a large decline in British imports into Japan.
Many of the principal exports from Japan
into the United Kingdom also showed a
falling off, but the large increase in rice,
sugar, and copper more than counter-
balanced the loss, so that the total increase
in exports amounted to £22,406. Turning
to Germany we find the fact that there was
not a large decrease in the imports from
Germany attributable more especially to
the enormous quantity of sugar—almost
three times as much as in 1900—which was
brought from that country in order to
escape the higher duty leviable from
October. Owing to the diminution in the
importation of *suggar de laine*, the French
import trade declined considerably.
Exports to France were in a flourishing
condition. The great falling off in the
quantity of raw cotton imported from
America caused the United States import
figures to be much less than in 1900.
Kerosene, oil, locomotive engines and
machinery, other engines, and iron and steel
all showed notable increases. With regard

to the question of American v. British
locomotives, we may quote the following
from Mr. LAY's report:—"The Govern-
ment Railway Bureau for the Main Island
had specified for British locomotives only
for some years past, but the last tenders,
opened about the end of 1901, included
one American make, the Schenectady
"Locomotive Works, and four British
makers. The order went to the United
States, the cheapest British price for all
30 locomotives being £86,795; the
amount for which the contract went is
£77,442. This is the first time that the
Government have placed British and
American makers in competition on the
same specification. The specification was
"just such an one as British makers had
been asking for, yet they were beaten in
the contest. No doubt, however, they
"could have supplied a better finished and
"higher class machine than will be furnished."
American makers continue to monopolize
practically all the bridge-work and bicycle
trade. As might have been expected trade
with China revived in 1901. Exports from
Japan to China were last year larger in
volume than they were in 1899, before the
troubles arose. Cotton yarns and tissues,
matches, European umbrellas, sea-weeds,
and other marine products, and coal in
particular, were marked by a considerable
expansion in export as compared with the
preceding year. One illustration, says Mr.
LAY, may be cited out of many of the
attention being devoted, industrially and
commercially, both to China and Korea. A
Bill has just been passed by the Diet pro-
viding for the exemption of persons
proceeding to these two countries from the
operation of the law for the protection of
emigrants. The purpose is to encourage
or, at least, remove obstacles from the path
of Japanese who wish to betake themselves
to China and Korea to engage in labour.
The Japanese are determined to do their
best to develop their trade with Korea, and
to maintain and increase their commercial
interests in the peninsula.

With regard to shipping, most of the
Japanese ports, following the course of the
year's trade, showed decreased imports and
increased exports, but, Nagasaki showed a
falling off in both. As regards tonnage of
ships entered, Kobe and Osaka came first,
Moji second, Nagasaki third, and Yokohama
fourth. 1,677 British vessels, with a ton-
nage of 4,110,766 tons, visited ports in
Japan in 1901, an increase of 87 vessels
and 289,562 tons compared with the pre-
ceding year. There is still no direct mail
steamship communication between the
United Kingdom and Japan, says Mr. LAY,
and the German and Japanese mails, in
particular the former, continue to secure
the bulk of the passenger traffic. French,
German, Russian, and United States ship-
ping entered at ports in Japan all showed
an increase as regards tonnage compared
with 1900. The number of Japanese-owned
vessels and their tonnage showed a further
increase in 1901. Under the Japanese flag
there were at the end of the year 969 steam
vessels of 577,660 tons, and 3,555 sailing
vessels of 326,618 tons, making a total of
4,534 vessels of 904,278 tons. The ques-
tion of subsidies to shipping is exciting
much discussion just now, which leads an
additional interest to Japan's policy in this
matter. In March, 1901, the grant of fresh
shipping subsidies by the Japanese Govern-
ment was announced. These were for the
encouragement of lines running to Australia
and Bombay, and also to increase the
efficiency of the steamship service in the
sea of Japan and along the coasts of the
Hokkaido. The amounts of the subsidy are:
—for the Australia line not more than
£53,660 per annum; Bombay line, £18,250;
Sen of Japan, £15,312; Hokkaido, £3,885
and £2,516—all for a period of five years.
A guarantee is to be furnished in respect of
each of the lines which are to be subsidised,
amounting to about 10 per cent. of the
subsidy in question.

Mr. LAY's concluding remarks emphasise
chiefly the need of foreign capital in Japan,
which was realised in 1901 perhaps more
clearly than ever before. Particularly is
the necessity felt with regard to private
railway enterprise. "It is hoped," says the
report, "that British and other foreign
capital may now be available to assist in
"railway extension in Japan, and negotia-
tions are on foot with that purpose. The
point of difficulty is the question of
"security. Public opinion in
"Japan seems gradually coming round to
"belief in the wisdom of removing the
"disability on the part of aliens to own
"land." The mining laws with reference
to foreigners do not seem sufficiently liberal
to induce the investment of foreign
capital, and here too it appears that
Japan must do something to attract the
capitalists of whom she has need. The
thought in the minds of many Japanese
prior to the revision of the treaties, that
foreign money and enterprise were merely
awaiting the opening of the country and
would then invade Japan in a manner that

might even be prejudicial to the national
interests, is now recognised to have been an
idle fancy, Mr. LAY says. The question
now is how to tempt the investment of such
capital on terms that appear satisfactory to
the Japanese would be borrowers them-
selves. Further efforts were made in 1901
both by the Japanese and by foreigners
interested in the commercial and industrial
development of the country to relieve the
financial pressure by the introduction of
funds from abroad, but it is evident from
the report that much remains to be done.
It is to be hoped for the sake of our new
ally that these efforts will be continued
unsparringly and that success will ultimately
crown the task, which, it must be admitted,
is far from a light one.

The *North-China Daily News*, in a recent
article, drew attention to the very extra-
ordinary distribution of the indemnity pay-
able by China, nearly one half of which
is made to go to Russia and France, the
nations which suffered in the Peking
ambush the least of all, and whose economic
interests in China are practically non-
existent. The article very pertinently
asked: "What were the Ministers in Peking
thinking of when they passed the account?
And what are we to think of a Council
which could permit such a blot on our
modern civilisation to pass without a word
of comment; nay more, has made every
effort in its power to conceal from the
world at large the evidence of its incapacity?
Apparently, England and the United
States—the two nations which stand
almost lowest on the list, yet whose
interests are by far the largest, and who
played by no means a secondary part in
the suppression of the troubles—concur
in this iniquitous division; and the *Daily*
News asks very properly: Would it not
have been at once more economical as well
as more consistent with the honour of both
countries, had they refused to permit such
a stain to be placed on both their honour
and their common sense? The United
States did indeed at a stroke reduce their
claim from nearly eight to five millions
sterling—a motion, which the French organ
in China, *L'Echo de Chine*, characterises as
an *acte de Peking*; are we to surmise that
they would gladly have gone further and
withdrawn from the disgrace of the whole
affair had the British Minister only con-
sented to act with his American colleague?
The *North-China Daily News* seems to have
suggested something further; would it not
be better, even at this eleventh hour, for
England, with or without the United States,
to take on her own shoulders, this burden
for the distribution of which she is in a
measure responsible, and which she had
surely sufficient warning would be used
against herself? As corrected, the amounts
of the indemnities, passed by the body of
Ministers called together for the purpose,
are, omitting fractions, France £11,000,000,
Russia £23,000,000, England and the
United States £13,000,000; and all the rest
£25,000,000. It is sufficient to place these
on paper to recognise the absurdity of two
demands. The English and American
claims were carefully scrutinised, and
insupportable claims at once struck out;
even after this amounts were fined down,
and in the case of those from the United
States, a still further reduction of nearly
three millions sterling was made. The
remaining nations were not of course bound
to make these voluntary sacrifices, but their
representatives were certainly bound to see
that before sanctioning them they should
have examined the foundations of each
claim; this was unfortunately not done, but
the various demands were practically
thrown into a hat without sifting, and the
sum total taken. The curious paradox
appears that the nations who drew the
largest profit out of the indemnity are
precisely those who have no beneficiary
interest in China, and practically the whole
has to come out of the nations whose
interests are solid. There is then a logical
basis for the suggestion that it would be a
sound financial policy for the two nations
to at once take on themselves the payment
of the debt. Managed wisely there is no
doubt that the debt would eventually
become a most valuable asset. Administered
as there seems every probability of its being
done, little better than in financial ruin seems
imminent in China; and neither England
nor the United States could afford to look
complacently on such an event.

Yesterday evening Messrs. Butterfield &
Swire informed us that they were in receipt
of a cable advising the departure of the *Ping*
Suey from Suez on 2nd inst. This steamer
brings forward the undamaged portion of the
cargo from the s.s. *Ajaz*.

Six fresh plague cases were reported up to
noon yesterday, all fatal. An Indian died on
board the s.s. *Valletta*, two Chinese were found
dead, one in U Lok Lane and another on the
foreshore at Sham Shan Po; and three Chinese
deaths were reported from the Taug Wa Hos-
pital, a boat in the Harbour, and Queen's Road
West, respectively.

A telegram to the *N.C. Daily News*, dated
Tokyo, 28th June, says:—Cholera has appeared
in Tokyo.

The arms of the Volunteer Corps are being
overhauled, and members are asked to send
their rifles and carbines along.

According to an official return, the Japanese
population at Chemulpo at the end of May was
4,975, of whom 2,329 were males, their houses
numbering 1,043.

The Bank of Japan has reduced the rate of
interest from 8 to 7½ per cent. The Bank's
gold reserve shows sixteen million yen more
than for the corresponding period of last year.

Mr. Conger, U.S. Minister to Peking, had a
special audience of the Chinese Emperor and
Empress Dowager on the 24th of June, during
which he introduced to their Majesties Admiral
Rodgers of the U.S. Navy and several officers of
the Admiral's staff.

Lord Kitchener has brought to the attention
of the War Office for special reward the services
of the following officers of the Indian Staff
Corps, who have been serving in South Africa:
—General Edward Elliot, Colonel John Nixon,
Captains John Perkins, and Aubrey Cooke.

The new command by which the rank of
second lieutenant, lieutenant, and captain in
the Army is in future to be denoted by one,
two, and three stars, respectively, has had its
application to the local Volunteers notified in
orders. The badges of other ranks remain as
at present.

By kind permission of Lt.-Col. Baillie and
officers, the band of the 22nd Bombay Infantry
will play at the Hongkong Hotel to-night from
8 to 9.30 o'clock. Programmes:—
March "Scouts out" Hume
Valse "Tornado" Royle
Selection "San Toy" Jones
Folk "The Deep Blue Sea" (Piccolo Solo) Brewer
Selection "Requiem of Scotland" Godfrey
Gulope "Viva" Zikoff
"God Save the King"

At the Royal Asiatic Society's banquet last
month the reference by the Maharaja Scindia
of Gwalior to Lord Curzon was warmly
cheered; also all his subsequent tributes to the
Viceroy. Sir Pertab Singh (the Maharaja of
Jdar) had an immense reception. The Rajput
chieftains addressed the assembly in Hindustani.
The speech was closely followed by the Duke
of Connaught, who seemed to understand every
word. Lord Roberts declared that a magnifi-
cent feeling animated the feudal States of
India; and referred in terms of eulogy to the
loyal services of his old friend, Sir Pertab Singh.

At the recent installation of Major-General
Wolsey as Master of the Lodge Faith, Hope,
and Charity at Ootacamund, India, Lord
Amphill, District Grand Master, performed the
ceremony, the chief feature of which was the
presence of five Boer officers from Kaiti Camp,
who are Masons. The District Grand Master,
in a long speech, referred to the presence of
their Boer brethren, and paid a high tribute to
the courage and endurance of their countrymen.
One Boer officer, in reply, thanked the District
Grand Master for his speech, and the members
for their hospitality, which would never be
forgotten by him or his fellow-prisoners. In
conclusion, he asked all present to drink the
health of the two greatest fighting men in the
world, the Briton and the Boer. The toast
was drunk with enthusiasm.

Lord Charles Bessford pleaded with much
warmth in the recent debate in Committee of
Supply for leniency towards the young lieuten-
ants who run our destroyers aground, and
crumble up their bows in various collisions;
only by giving these young men a free hand to
run risks could they be trained to take the risks of
war. On this ground he hoped that offenders
would not be tried by court-martial for every
trifling mishap. The *Naval & Military Record*
says:—Assuredly no one desires to penalise the
lieutenant in command of these frail craft; but
there have been so many accidents of late that
it is difficult to resist the suspicion that the
ordinary precautions of pilotage are not rigidly
observed. There is no real similarity between
the risks of stranding and collision and those
which our officers must face in war. There is
not necessarily any dash or enterprise in ignor-
ing the rules of navigation and pilotage, and
there may be a good deal of ignorance of these
necessary arts underlying some of the mishaps.
A ship is seldom stranded if the lead be kept
going, and collisions are nearly always avoidable.

The following remarks are from the Kobe
Chronicle. As we were also told before that John
Burns was dead, we are in the same position as
the Kobe paper. "It is evidently very difficult
to rely on any news coming through Shanghai.
A week or two ago we published a telegram
received by the *Shanghai Times* which stated
that 'the death of John Burns, the great labour
representative, is announced.' We were some-
what surprised when, considering the prominent
position which John Burns has taken of late
years, that none of the other telegraphic
services, coming to the East thought fit to
mention his death, especially as it was evident
that it must have been very sudden. The
matter is now explained, and is very simple. John
Burns is not dead. The telegram purported to
have been sent from London on May 27th,
while we notice from the American papers that
on 3rd June John Burns was giving his opinion
on the terms of peace—not at a spiritualist
séance, but in this life. We must apologise
to Mr. Burns for writing an advance obituary
notice, even though it was an appreciative one,
but we should like to know what our con-
temporary the *Shanghai Times* has to say?
Mr. Burns's criticism on the peace terms, by the
way, was—"I think the terms may prove to
be better than they look. We are really a great
people when we know how to behave."

L'Echo de Chine says that M. Doumergue has
given a complete explanation of the adminis-
trative situation, financial and economical, of the
colony of Indo-China.

The Shanghai Golf Club's Caddies' champion-
ship on the 29th ult. was won with a very
respectable score of 33, the conditions being one
round of the ladies' course and iron clubs only.

The *Hong Wan I* from Amoy and Swatow
arrived at Singapore on the 25th ult. with
three suspicious cases amongst the passengers.
Two proved to be cholera and one natural
debility.

The country in the north of Shantung and
also in the south of Chihli is reported to be very
dry for the want of spring rains; so much so that
in many places the crops have not been put in at
all, and if rain does not fall soon the outlook
will be serious.

The Shanghai Golf Club defeated the
Shanghai Cricket Club at their own game by
59 runs on the 28th ult. Mr. G. M. Billings
for the leavers, however, took 8 wickets for 41
runs, while Mr. O. V. Lanning took 4 S.C.C.
wickets for 16.

On the 28th ult. the home crew won the
Four's at the Kobe Regatta, Shanghai being
second, and Yokohama third. It was a good
race. For the Pairs Yokohama scratched.
Kobe won this race, a scratcher in the Shanghai
boat having been broken. Shanghai won the
Double Sculls, the Single Sculls, the Singles
Lawn Tennis, and the Bowls.

Majr G. R. Ferris, retired, who had
served in Hongkong, was found dying in his bed
at South Kensington last month. For some
years deceased had suffered from insomnia, and
when in Hongkong a doctor advised him to
take sulphonal. On the 21st May he complained
of being very tired, and went to his room. Next
morning he could not be roused, and died shortly
afterwards. Death was due to coma from
poisoning.

The *Ostendische Lloyd* stated that the
proposals regarding the powers of the French
and International Mixed Courts having now
been approved by the Diplomatic Corps at
Peking, and the Treaty of Shanghai having
agreed to the proposals, the matter has now
been declared officially authorised and the
Municipal Council at Shanghai would be notified
of the fact on the 1st inst., but no details are
yet to hand.

A *Times-Mercury* telegram says that great
anxiety is felt in shipping circles regarding the
re-transportation of the large foreign element
in London to their respective homelands. The
fact that the majority travelled on round-trip
tickets places the steamship companies in a
rather awkward position, especially as a great
majority of the visitors are people of moderate
means, and can ill afford the stay enforced upon
them by the unfortunate illness of His Majesty
King Edward.

The new house and opium taxes which have
been recently instituted by the provincial
authorities throughout the Empire to help to
pay off the War Indemnity, do not seem to be
very much welcomed, says the *N.C. Daily*
News, especially in the northern portion of
Kiangsu. According to a despatch received on
the 30th ult. from Yangchow, near Chinkiang,
a number of large shops in the former city
when called upon to pay the taxes have closed
their businesses as a protest, amongst them
being prominent tea-houses, furniture-shops,
tobacco and other dealers of long standing and
repute in Yangchow. Several opium-dealers
have also followed suit.

THE FOURTH.

Yesterday, the 4th of July, was American
Independence Day, and the occasion was marked
by the decoration of the warships in the Har-
bour (which also flew the Stars and Stripes at
their masts) and the display of bunting by the
American business-houses in town. Many
American citizens carried miniature emblems of
the star-spangled banner in their button-holes,
but one Yankee blazer, displaying anything
so insignificant, proclaimed his nationality by
carrying a large flag round the town in a
ricksha. A salute was fired at noon.

DROWNING FATALITY IN THE HARBOUR.

On the return journey of the *Terrible's*
private liberty steam-launch from Murray Pier
at 10 p.m. on Thursday night, a stoker named
George West fell overboard while the boat was
steaming between the *Terrible* and the *Valletta*.
West had been previously cautioned by one of
the chief petty officers who were passengers
on board that his position on the gunwale
was somewhat precarious, but, unfortunately,
for himself, he persisted in remaining where he
was sitting. The steam-launch was quickly
stopped, but no trace of the man could be dis-
covered; many of the passengers on the launch
were waiting to plunge to his rescue should
any definite object present itself to their eyes.
The *Terrible* was hailed and the information
conveyed that a man was overboard, whereupon
the ship's searchlights were brought into action
with great promptitude, and the surface of the
water was carefully searched. In the mean-
time nearly one-half of the ship's boats were
manned and sent in various directions, the
search being maintained over a large area of
the harbour until midnight, when every effort
proving futile, the boats were recalled. We
understand that West was not married and
was 38 years of age; he had been fourteen years
in the Navy. His end is particularly regret-
table, as the *Terrible* is now under orders for
England, and West had served with the Naval
Brigade both in South Africa and in North
China.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR SPECIAL CORRESPONDENT.]

FAR EASTERN AFFAIRS.

LONDON, 4th July, 9.50 a.m.

DISCUSSION ON THE ANGLO-

JAPANESE ALLIANCE.

LORD CRANBORNE'S UNFOR-

TUNATE PHRASE.

A discussion took place in the House of
Commons last night about the Anglo-
Japanese Alliance. Sir Charles Dilke said
that the alliance with Japan was hostile to
Russia.

Lord Charles Bessford congratulated the
Government on the alliance, and said that
nothing of recent years had occurred so
materially good for England.

Lord Cranborne, meeting the criticism
that the alliance had not been concluded
sooner, said: "It is not for us to seek
treaties. We grant them." The *Times*
says that this is an unfortunate phrase and
calculated to convey a wholly erroneous
view of our attitude toward our ally.

THE LEKIN QUESTION.

Lord Cranborne stated that the Govern-
ment after full consideration had abandoned
hope of the total abolition of the *lekin*
stations, but it was hoped that some fiscal
arrangements could be made to relieve trade
in China from this enormous, uncertain, and
illegal burden.

PHILIPPINES COMPLETELY

PACIFIED.

The Acting Governor of the Philippines
reports that the acceptance of United States
authority in the Philippines is general and
pacification complete.

PRINCE KOMATSU IN

ENGLAND.

LONDON, 3rd July, 10.40 p.m.

RECEPTION BY QUEEN AND

DEPARTURE.

Her Majesty the Queen yesterday received
Prince Komatsu, Japan's special Coronation
envoy, whose indisposition had prevented the
acceptance of her invitation to luncheon.
Prince Komatsu departed for Paris and
Spain to-day. The Prince of Wales and
Duke of Connaught witnessed his departure,
cordially shaking hands with him before he
left, while a large crowd cheered.

REUTER'S SERVICE.

LONDON, 2nd July.

THE KING'S PROGRESS.

The bulletin issued at ten this morning says
that His Majesty has passed another excellent
night, and that he is making steady progress in
all respects. The wound is much less trouble-
some.

LONDON, 2nd July.

SOUTH AFRICA—THE RETURN

OF TROOPS.

Of 232,000 British troops in South Africa at
the conclusion of hostilities, 70,000 are due to
be brought home. To convey these troops, 39
transports, providing accommodation for 40,000
men, will shortly be engaged, and in addition
250 men will be conveyed weekly as passengers
in the ordinary lines.

THE NEW DUTCH CABLE—

The First Dutch Chamber has adopted the
bill ratifying the Dutch-German Cable
Convention.

AND STEAMSHIP SERVICE.

The First Dutch Chamber has also adopted
the bill subsidising a steamship service between
Java, China, and Japan.

ANGLO-FRENCH MINING

CONCESSION.

An Anglo-French Syndicate has secured a
Mining Concession in Yunnan covering a
period of sixty years, and comprising eighty-
five miles.

LONDON, 2nd July.

THE KING'S PROGRESS.

This evening's bulletin says that the same
steady progress in His Majesty's condition is
maintained. The local pain is less, and the days
are passed in greater comfort. The wound
is beginning to heal.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

MOSES V. KNIGHT.

TO THE EDITOR OF THE "DAILY PRESS,"
Hongkong, 4th July.

SIR,—It is always difficult for the general public to gather, from the report in the papers of any proceedings in Court, what the real facts are, and how the judgment may possibly affect them or their interests; the statement of the facts is so often mixed up with arguments on points of law, and discussions between the Counsel and the Bench, that the mind of the ordinary reader is thrown into confusion and either he does not understand the facts at all or he misunderstands them. As the above case is an important and far-reaching one, affecting all those who are interested in property in the Colony, the reasons stated above must be my apology for attempting, as succinctly and shortly as I can, to lay the facts before the public unencumbered by legal argument.

The greater part of Macgregor Street was built in 1897. The street consists of a row of Chinese houses looking on the one side on to Macgregor Street, a private street, and on the other side, on to Albany Street, a public road 30 feet wide. Each floor of these houses consists of one room only extending practically from one street to the other but on the Albany Street side of each house there is a verandah, half of which forms the back house for each floor. Certificates under the old Public Health Ordinance were granted for all these houses, on completion, that they complied with the provisions of the Ordinance. At the end of 1901 three new houses were built on to those already existing; save that one was a corner house, these three houses were of exactly the same dimension and design as all the old ones. The Sanitary Board granted this year their certificate that these new houses were in compliance with the new Public Health Ordinance.

Early in April this year the owners of one of the old houses were summoned because they had not provided an open space in the rear by opening up half the verandah up to the roof as required by the new Ordinance and because they had put a backyard of 50 square feet at the back, the only circumstance entitling them to be freed from the necessity of opening up the verandah. Curiously enough the certificate that the new houses complied with new Ordinance was not given till about a fortnight after the summons had been taken out in respect of one of the old houses on the grounds that it did not comply with the Ordinance. It was urged in reply that though they had no backyard of 50 square feet they had Albany Street behind them of far more than 50 square feet in area which more than answered the purposes of a backyard; that the Board had granted a certificate that the new houses, precisely similar in situation, complied with the Ordinance; that, if instead of being an old house, it had been a new house, and had had a private lane at the back of 6 feet wide it would come within the Ordinance, whereas this house had a public street behind it of 30 feet wide; that for the Sanitary Board to call on one man to alter a house so as to obtain for it more light and air when a certificate had been given that an exactly similar house had light and air enough was to rather reduce things to an absurdity, especially when the house to be altered had a 30 foot road behind it and the Ordinance provided, later on, that a new house with a 6 foot lane behind it had plenty light and air; and finally that the object of the Ordinance being to provide light and ventilation an amply sufficient supply of these essentials was assured by the 30 feet wide road at the back, even if the house did not comply with the strict letter of the law and had not a backyard in the ordinary sense. Their Lordships decided, however, that these reasons were not sufficient and that the house must come within the letter of the Ordinance whether in fact it came, or more than came, within the spirit and intention or whether it did not; a point on which their Lordships gave no decision. The verandah has now to be altered to admit more light and air in order to suit the law, whereas, as has been stated, if the house were new instead of old and had a lane of 6 feet at the back instead of a road of 30 feet it would under the Ordinance have light and air enough.

In the course of the case, His Lordship the Chief Justice referred to "greedy landlords." I cannot help thinking His Lordship must have, for the moment, overlooked the facts that the landlords have been an immense benefit to the Colony, that if it had not been for the landlords and their schemes of development the town of Victoria might, at this day, be still a collection of old and crowded houses as it once was; that we should have no Praya Extension; none of those lofty and handsome suites of new offices on it, which are gradually rendering the architecture of the Colony both pleasing and impressive; and that we should now, where rows of houses stand, have nothing but vacant lots awaiting a purchaser and affording a striking comment on the energy and ambition of the inhabitants of the Colony. The landlords, in initiating and carrying out all these schemes of development, may, and no doubt did, have an eye to their own interests as well as to the interests of the public. And who can blame them? and if, while looking out for themselves, they looked out for the public too, can they fairly be called "greedy"? Can we take the benefits they give us with one hand and snipe them on the face with the other for benefiting themselves when giving them to us. Should we not rather accept the benefits, and they are undoubtedly, which accrue to us from their schemes of development and allow them ungrudgingly to reap for themselves whatever profit they can from them?—Yours, etc.

JUSTICE.

THE PILOT-LICENSING QUESTION.

We have received for publication the following letter on the above subject:—

Hongkong, 10th June.

SIR,—As requested by the Committee of the General Chamber of Commerce, we have considered the question of licensing the pilots at this port and in this connection have had before us the following letters:—Hongkong and Kowloon Wharf and Godown Co. to Chamber of Commerce, dated 2nd May; Chamber of Commerce to the Hon. the Colonial Secretary, dated 9th May; the Hon. the Colonial Secretary to a member of Commerce, dated 15th May. We now beg to place before the Committee our views on this subject.

2. A considerable demand exists, and has existed for years, for pilots at this port, more particularly for the purpose of berthing steamers at the wharves of the Hongkong and Kowloon Wharf and Godown Co.

3. Up to the present this work has been carried on by Chinese who in the past were all or nearly all well known men possessed of the requisite knowledge and capable of handling the class of vessels then visiting the port.

4. While all vessels do not make use of Chinese pilots, many commanders find it an advantage to have a man on board with local knowledge as to the state of the tides, currents, and the position of the various ships in harbour.

5. With the increasing number and size of the vessels now visiting Hongkong there is a corresponding increase in the need for a sufficient number of qualified men to act as pilots.

6. The older class of Chinese pilots are through progression of time disappearing and their place is being taken by men not possessing the requisite knowledge for the work now demanded of them.

7. A few of the shipping companies are able to employ suitable men, but many commanders are obliged on arrival at the entrance of the harbour to take the first man who boards his ship without having any means of knowing whether he is capable of handling the vessel properly.

8. The risk of loss of life and property which may result from the improper handling of a vessel is too well understood to require discussion. We are strongly of the opinion which has already been expressed by the General Committee of the Chamber of Commerce that the time has now arrived when the pilots in this port should be put under proper Government control, as has already been done in the case of masters and engineers of steam-launches.

9. We do not propose that pilots should be compulsory, but our suggestion is that no native or foreigner should be allowed to act as a pilot inside Hongkong waters for any vessel (other than native sailing craft) unless he holds a certificate of competency from the Harbour Master.

10. The certificate to be issued yearly, to bear the photograph of the holder, with other necessary information. The certificate to be produced when asked for on boarding a vessel.

11. We would suggest that the fee for certificate should be a nominal one, say \$20 for first certificate and \$5 a year for renewal.

12. No limit to be placed on the number of licences issued. The question of limiting licences and forming the pilots into a regular associated body can be considered at a later day if found desirable.

13. As masters of vessels visiting this port have hitherto engaged unlicensed pilots, we would suggest that should it be decided to issue licences to pilots, a notice to this effect be inserted in the Harbour Regulations for the information of the masters of vessels.

14. In the event of any complaint being made against a certificated pilot, the Harbour Master to hold an enquiry into the matter and to have the power to punish the pilot if found guilty of the charge brought against him.

15. The complaints which should be investigated to be those of carelessness, or incompetency in navigation, insolence to the master of the ship or officers of the Harbour Department, drunkenness or any other acts of misconduct which may militate against the efficient carrying out of a pilot's duties.

16. The persons who will have the power to ask the Harbour Master to enquire into the conduct of any pilot should be:—The officers of the Harbour Department and/or Water Police; the master or owners of any other vessel on which the pilot is engaged; or any person whose property may have been injured (or even jeopardized) through the action of the pilot.

17. The Harbour Master should have the power to punish a pilot found guilty of misconduct or improper navigation by the infliction of fines or by the temporary suspension or cancellation of his certificate.

18. A pilot whose certificate is absolutely cancelled should not on any further occasion obtain another certificate.

19. In making these suggestions it is not intended that the Colonial Government in any way accept any responsibility in issuing certificates. The examination and control of the pilots to be merely an executive function such as is carried out in Great Britain by the Board of Trade or the Trinity House.

We have the honour to be, sir, your obedient servants,

E. A. HEWETT,
A. HAUPT,
W. POATE.

A. R. LOWE, Esq.,
Secretary,
Hongkong General Chamber of Commerce.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

6th July: 6th Sunday after Trinity.

Motins (11 a.m.).

Responses, Ferial; Venite, Alocok; Psalms, Hymns and Anthems; Te Deum, Gaudy in E flat; Benedicite, Leman in G (25th M.); Hymns, 196 and 191; Kyrie, Hopkins in C (73); Offertory Hymn, 322.

Evening (5.45 p.m.).

Responses, Ferial; Psalms, Turle, Tallis, and Rimbault; Magnificat, Turle in A (23rd M.); Nunc Dimittis, Rimbault in E flat (10th M.); Hymns, 178 (Part I—Tune 1), 214, and 232; Yeager Hymn, Ward (2); Voluntaries, "Offertoire," Barnett; "Benedicite," Schmitt.

ST. PETER'S CHURCH.

(Corner of Des Voeux Road West and Western Street.)

Motins (11 a.m.).

Hymns, 3; Venite, Crochet; Te Deum, Oakley; Jubilate, Pyle; Hymns, 357, 324, and 311.

Evening (6.30 p.m.).

Hymns, 330; Magnificat, Baraby; Nunc Dimittis, Smart; Hymns, 355, 325, and 27.

GOSPEL HALL.

6, Arsenal Street, Top Floor, off Queen's Road East.

Meetings are held as follows:—Sunday—Acts 2, 42, 11 a.m.; Gospel Address, 6 p.m.

Tuesday—Soldiers and Sailors Bible Class 6 p.m.

Thursday—General Bible Class, 6 p.m.

Saturday—Prayer Meeting, 6 p.m.

REVIEW.

Siam in the Twentieth Century. By J. G. D. CAMPBELL. London, Edward Arnold.

It is needless to point out that books about Siam must have a special interest at the present time when the "Siam Question" threatens constantly to occupy the attention of at least two European governments. When such a book is from the pen of a recent Educational Adviser to Siam, it obviously commands more respect than the writings of an amateur book-maker and even those of an ordinary traveller.

Mr. Campbell, moreover, writes sensibly and dispassionately that he would claim a hearing for this alone. Siam is a country which has inspired visitors and students with very mixed feelings. If we took only the writings of Messrs. Henry Norman, A. R. Colquhoun, H. S. Hallett, H. Warrington Smyth, and J. G. D. Campbell, we should still find it difficult to arrive at a verdict on the people of this country. Recently there appeared in the *Strait Times* two able written but eminently uncomplimentary articles on Siam by gentlemen who concealed his identity under the pseudonym of "Homo Malayensis." The writer in conclusion asked the question: Can the Siamese, whose civilization has never really gone much beyond the primitive stage and who are already displaying alarming symptoms of decay and retrogression, ever hope to maintain their equilibrium in a struggle with some external force or power, with, say, France for instance?

To this the answer is obviously meant to be, No. Yet Siam, he says, "slumbers peacefully along in the fancied security of her treaties with the Powers." The awakening will be a rude shock to her. He goes on to advocate frankly the absorption by Britain of Siam, a favourite scheme in the Straits Settlements, a favourite scheme in the Straits Settlements, a favourite scheme in the Straits Settlements.

It would appear. With all deference to "Homo Malayensis," we consider this somewhat far-fetched proposal to be an extremely unsatisfactory solution of the Siam Question. The consequences would inevitably be the gradual extinction of Siam as a buffer-state and a long Anglo-French frontier in Indo-China, a most undesirable development, as every honest observer, British or French, must admit.

But, argue many of Siam's critics, no other end is possible. Siam, being incapable of governing herself must be administered by some one else; the only question is, By whom? Mr. Campbell, though he is not a merciless censor of the Siamese, like various other authorities, holds out small hopes for the future of the country. In his last chapter he writes: "It must be obvious that, in spite of the new lease of life she obtained in 1896, and of the comparative quiet of the last few years, the position of Siam is a precarious one. Dangers threaten her from without and from within, but her worst enemy is really herself. . . . I have tried to show in an earlier chapter what slender grounds of confidence there are, judging a priori from the Siamese character, that she can ever attain thorough efficiency while at the same time preserving her complete independence. Her people are lazy and frivolous, with the laziness and frivolity of many generations, not are essential race characteristics changed in a day, even if they do not bear their stamp till the end of time. No other tropical nation in the East has maintained its independence, and are the Siamese to prove an exception to the rule?" Mr. Campbell goes on, a little later: "I should be only too glad to think that I was thoroughly mistaken, and that the Siamese might, though slowly, develop for themselves an efficient government in which, as is the acknowledged ideal of most of them, they could ultimately dispense with all outside assistance. This would be the happiest solution for our own country of a very difficult problem, not to mention that it would cause much greater reason for confidence in the latest possibilities of Oriental nations generally. But though this solution is still not altogether beyond the bounds of hope, there are few, if any, who have a first hand acquaintance with Siam that really believe in it." This is not a favourable forecast, coming from so fair-minded a writer as the author is. Mr. Campbell's solution of the difficulty, if Siam finally proves incapable of self-government, is for her to give British officers a real control in the conduct of her affairs, and in return to ask for British protection against outside aggression. "Whether Great Britain would or would not accept such a rôle," he admits, "is another matter. She could only do so at the risk of giving offence to France, though nobody could maintain that her acceptance was an infringement of the treaty of 1896." Another solution which has been advanced recently, which is not discussed by Mr. Campbell, is the so-called "Orientalising of Siam," i.e., the introduction of Japanese "advisers," etc. We quoted the other day from a Siamese paper some remarks on the spread of Japanese energy to Bangkok and the encouragement given to it by the Siamese Government as well as the hint that the places of European officers retiring from the Siamese Navy might possibly be filled not by other Europeans but by Japanese. The idea opens up wide possibilities, and we should have liked to see what Mr. Campbell would have had to say about it. Before we leave the subject of Siam's possible regeneration, we must mention Mr. Campbell's high tribute to the Crown Prince of Siam, now in Europe. In this prince he sees a chance of most far-reaching reforms in the sphere of government. "Uniting as he will in his own person both East and West—Eastern by birth and nature, Western by education and in not a few of his sympathies and ideas—it may be hoped that he will be able to combine the advantages of both civilisations; that, while profiting by the lessons he has learned in Europe, he will at the same time preserve much that is praiseworthy in the institutions and customs of his own country." With this sentence the author concludes his *Siam in the Twentieth Century*. (To be continued.)

JOINT STOCK SHARES.

Messrs. Vernon and Smyth say in their weekly share report, dated Hongkong, 4th July.—Business generally continues very dull, and beyond the advance in Banks and a further fall in Indo-China there is nothing calling for special mention.

BANKS.—Hongkong and Shanghai have further improved in value, and sales up to \$610 are recorded, the market closing steady at this figure. London is unchanged at \$263.

MARINE INSURANCES.—Unions have sold and are wanted at \$3.4. Cautious have declined to \$16.2, at which shares are obtainable.

FIRE INSURANCES.—Hongkong Fire has sold at \$3.20, and some shares are still obtainable at the rates. China Fire are wanted at \$8.1.

SHIPPING.—Hongkong, Canton and Amoy have steadily advanced to \$40, at which rate, however, shares are now offering. Indo-China shares are quoted at the reduced rate of \$10.2 sellers. China Amoy can be placed at \$35. Other stocks under this head are unchanged.

REFINERIES.—China Sugars have declined to \$106 sellers, and Luoma to \$20 sellers.

MIXING.—Tanjungs are in the market at \$4.1. Java are in the market at \$3. Charbonnages are quiet at \$5.50.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have sold at \$22.25 and \$2.4, and there are sellers of the stock at \$22.5. Hongkong and Kowloon Wharf and Godowns have been disposed of at \$36 and \$37, and close in request at the higher rate. New Amoy Docks are wanted at \$35 as the dividend of \$1.50 is expected for 1901.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands are firm at \$17.75. Kowloon Lands and West Point continue on offer at quotations, as also Humphreys Estates. Hongkong Hotels have receded to \$13.4, at which, however, there are now buyers.

COTTON MILLS.—Ewos are quoted at Tls. 43. and Lam King Mow at Tls. 45. Hongkong Cottons have sold at \$17.4.

MISCELLANEOUS.—Manila Investments have fallen to \$20 with sellers. Green Island Cement can be placed at \$21.4, but are not obtainable under \$21.2. Electric (old) can be procured at \$14, but the new issue is wanted at \$63. Ropes are in some demand at the improved rate of \$145. Ices are reported sold at \$24.21. Tramways can be placed at \$340. Steam Water-Boats have sold and are wanted at \$94. United Asbestos (ordinary) are quiet at \$3. Foundry shares have sold at \$17.5. China Provident has sold and are wanted at \$8.35, and Watkins can be placed at \$8.4.

MEMOS.—Tobacco Planting Co., Ltd., ordinary general meeting on the 7th instant. Hongkong Electric Co., Ltd., ordinary yearly meeting on the 8th instant.

POLICE COURT.

Friday, 4th July.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

ALLEGED THEFT OF A WATCH.

Robert Glendinning, an assistant at Kennedy's Horse Repository, charged a mafco with stealing his silver watch and chain, value \$12. The defendant pleaded not guilty.

The watch and chain were missed by the complainant some five or six months ago and the other day he found them in the possession of the defendant at the Quarry Bay Station.

The defendant said he redeemed them from pawn, and as the evidence did not justify a conviction he was discharged.

ATTEMPTED SUICIDE.

Nan Euk, a servant boy out of employment, admitted that he had attempted to hang himself at 72, Macdonnell Road, Kowloon, and on promising to be of good behaviour, was bound over in a personal bond of \$100 to come up for judgment when called upon.

DISOBEYING CAPTAIN'S ORDERS.

John Owen, boatman of the barque *Dyonic*, was sent to prison for seven days, with hard labour, for disobeying the orders of the master, John Snodden.

BIG THEFT OF RAZORS.

On the 17th ult., while the German steamer *Silesia* was lying alongside the wharf at Kowloon, a case containing sixty-two dozen Krupp razors destined for Kadecker & Co., commission agents, 2, Wyndham Street, was missed. The affair was reported to the police, and as the result of investigations Sergeant J. J. Watt traced half-a-dozen of the razors to the Tapinghian market and ultimately arrested the Chinaman who is alleged to have sold them to the second-hand goods dealer. In the former's shop in Queen's Road three dozen razors were found.

The case at present stands adjourned.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

THEFT FROM COTTAGE.

Chai Tan Fat, a laborer, was sentenced to six weeks' hard labour for stealing a pair of socks from Mr. J. P. Cottam's warehouse in Pedder's Street.

FORGEBEARING/REACHING.

Allan Gardner, of Canada, a seaman who was some time ago detained for vagrancy, was sentenced to 14 days' hard labour for failing to return to the house of detention.

CONSTABLE FINED.

Thomas Black, a police constable in the Naval Yard, pleaded not guilty to assaulting a ricksha coolie on the 3rd inst.

The complainant said he drove the defendant to and from various places, and finally to the Hongkong Hotel. On leaving this place he was being taken to Pedder Street when he turned over and struck the complainant on the head with his stick, inflicting a wound which bled freely. The defendant then got out of the ricksha and walked quickly along Queen's Road Central under the verandahs, but was arrested at the Connaught House by an European constable.

He was fined \$3, a dollar going as compensation to the complainant.

COAL CONSUMPTION ON THE CHINA STATION.

During their run from Hongkong to Yokohama the relative expenditure of coal on the following ships of H.M. Navy was as follows:—

Coal expended in eight days.

Ocean 551 tons 0 cwt.

Glory 629 " 18 "

Goliath 657 " 15 "

Albion 682 " 0 "

The above figures (says the *Ocean Magazine*) speak for themselves, it being evident that with the amount of coal saved during the eight days passage from Hongkong to Yokohama, the *Ocean* would be able to steam at speed of ten knots for at least a day and a half longer than any of her sister ships. Considering also that the price of coal at Yokohama is 65s. per ton, the *Engine Room Staff* deserve much credit for this achievement.

EASTMAN'S

KODAKS. FILMS.

AND ACCESSORIES

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK. PROMPT RETURN.

WE HAVE AN ESTABLISHMENT SOLELY DEVOTED TO EXECUTING WORK FOR AMATEURS, AND WE HAVE LARGER AND BETTER FACILITIES FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONY.

ACHEE & CO.,

PHOTOGRAPHIC GOODS STORE.

17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 6th May, 1902.

[84]

THE DUTCH IN BORNEO.

Dr. W. A. Nieuwenhuis gave a lecture at Amsterdam on the 24th May on the extension of Netherlands influence in Borneo. He referred to the extension of the Netherlands influence which has taken place on the Mahakam River. Many tribes have voluntarily adopted the Netherlands authority, and this is for the most part to be ascribed to the scientific expeditions made in that region of Borneo in 1893-94, 1896-97, and 1898-1900. He further gave an idea of the character of the population, which may be divided into natives of the coast and of the interior, the former being Malays, the latter Dayaks. These Dayaks of the western and central part of Borneo suffer much from malaria, and have a hard struggle to maintain life. Moreover, the spiritual development is very poor, and their belief in evil spirits is a permanent source of disquietude for them, of which the Malays too often make abuse. In other places near the Upper Mahakam the population has also experienced the bad influence of the Malay, and the examples are not rare where various *melées* have occurred by which numerous natives of the interior were killed. In the further course of his lecture Mr. Nieuwenhuis gave some ethnographic details about the Dayaks, who were forced to retire to the interior by the Malays, the latter being good colonists and soon were submitted to their influence, abusing their weakness, and no civilization was brought by them, as the original inhabitants were mostly treated by them as subjects. The Malays have introduced gambling and cock-fighting among the Dayaks, in consequence of which debts were made and new means of oppression were found. It is not astonishing that in this way the character of the Dayaks was weakened. Under these circumstances the good ideas, which the scientific expeditions gave, and which the unfortunate population, found a ready acceptance, and it was not difficult to induce the natives to call for Netherlands protection in its own interest. A consequence of it has been that the Sultan of Sarawak has retired the plundering bands from the upper region of the Mahakam, and since the establishment of a civil Netherlands Government an end has been made to the invasions of the Malays. The construction of a salt store in the interior and the appointment of a doctor-draw have much contributed to a better condition. In his conclusion Dr. Nieuwenhuis mentioned that the peaceful interference of the Netherlands Government has caused a decrease of the influence of the Malays, while civilization among the original population is promoted.

THE NEW FRENCH GUN.

The *France Militaire* reviews the working of the new French gun in China. It experienced very rough work, but at the end of the campaign was in a satisfactory condition. It first came into action on December 31st, 1900. According to a *Times* quotation from the French journal—*Le Boxer* were strongly entrenched some 600 ft. or 700 ft. above the level of the plain, from which position two 80mm. mountain guns had been unable to dislodge them, when Gen. Baildon brought two of the new 75mm. guns to bear upon them. Fire was opened at 2,100 metres, and the Boxers were almost immediately driven out of their position with heavy loss, and the pegs which formed its centre was completely gutted. At the time, on May 21st, 1901, two 75mm. guns fired 176 projectiles, seventeen of them being charged with melinite, and it is estimated that at least 50 per cent. took effect. A sweeping fire was first used against a line of Boxers in irregular extended order at 1,500 metres, and the Boxers speedily disappeared. The firing against a village later in the day was less successful, and it is supposed that the range was not properly ascertained. As an experiment Gen. Baildon ordered fire to be opened on a pagoda at a distance of 4,400 metres. The statues of Buddha in the principal hall of the building were riddled with balls and pieces of shell, and the place was partly set on fire. Practice at a wall about 30 ft. high, 60 ft. long and 1 ft. thick, was not so good; as it took thirty rounds from each of the two guns to make a practicable breach. On the whole, says the *France Militaire*, it is considered that the new gun fully answered the expectations formed of it.

THE "OCEAN MAGAZINE."

The fourth number of this magazine has just been issued, and is as bright and attractive as those that have gone before. We congratulate the joint editors on the high standard of excellence which is maintained. In the "Notes by the Way" an account is given of all that has befallen the *Ocean* and her men since her departure from Hongkong for the North. Amongst the other contents are a clever poem over the name of "Watchkeeper," a description of Peking, an account of a Japanese dinner, and a couple of sketches, besides a continuation of "The Story of the Commission."

LATEST STEAMER MOVEMENTS.

The E. & A. steamer *Australian* left Port Darwin yesterday for this port via Timor and Manila, and may be expected here on or about the 16th inst.

The silk & C.B.R. steamer *Empress of China* arrived at New York on the 3rd inst.

MOET & CHANDON'S.

"DRY IMPERIAL"

CHAMPAGNE

PER 1 DOZEN BOTTLES . . . \$54.

PER 2 DOZEN 4-BOTTLES . . . \$56.

MARTELL'S THREE STAR

BRANDY

PER DOZEN \$30.

KING EDWARD VII.

LIQUEUR SCOTCH WHISKY

PER DOZEN \$20.

SPARKLING RED BURGUNDY

from the famous Cellars of

Messrs. GUICHARD, POTHERET & CO.

SOLE AGENTS—

H. PRICE & CO.

12, QUEEN'S ROAD.

[42]

OREGON LUMBER.

THE undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

NOTICE.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: P. M. S. A. R. C. 5th St. 21

P. O. Box 31. Telephone No. 12.

NEW ADVERTISEMENT

THE HONGKONG WEEKLY PRESS is now ready and contains—

Leading Articles—

The Corn Duty and Protection.

Triple and Dual Alliances.

Japan's Trade in 1901.

Mr. Little on Tariff Revision.

The Religious Question in the Philippines.

The King's Progress.

The Coronation Celebrations.

The Children's Tea.

Health of Hongkong.

The New Attorney General.

Victoria Recreation Club.

Chinese College of Medicine.

Admiral Percy Scott.

The "Southern Rebellion."

Progress of French Indo-China—Exposition at Hanoi.

Saratov.

Pakhlo.

Poonch.

Chungking.

Wauchoir.

Peking.

Northern Notes.

Correspondence.

Supreme Court.

Hongkong Chess Club.

Sister Rosartus.

Hongkong and Pique.

President Roosevelt and the Philippines.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance, postage 22 cents each, Cash.

Copies can be posted from the Office to addresses sent, including postage 31 cents each, or \$1 for three copies, Cash.

Hongkong, 5th July, 1902.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

NOTICE TO GAS CONSUMERS.

THE COMPANY HEREBY GIVE NOTICE that the PRICE of GAS will be RAISED from \$3.00 to \$3.50 per 1,000 cubic feet as from the 1st of August next.

Hongkong, 4th July, 1902. [1851]

NOTICE.

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT has been pleased to direct that members of the general Public who are desirous of witnessing the Presentation of Addresses at Government House may be present at 4.30 P.M. TO-DAY (SATURDAY), the 5th instant.

Head of Government and Naval and Military Departments and Members of the Coronation Committee, with their wives, are invited to be in attendance at 4.15.

Full dress.

F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 4th July, 1902. [1853]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITY that GUN PRACTICE will be carried out from the Belcher Batteries on the 15th instant at targets in a North Westerly and Westerly direction. Practice will commence about 8.30 a.m.

By Command.

F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 1st July, 1902. [1855]

NOTICE IS HEREBY GIVEN that under date the 28th of June last, Telegraphic Instructions have been received from the Government of India notifying that the Regulations of the Venice Convention will be enforced on all persons or articles arriving from Canton at Indian Ports now free from infection.

JAMES SCOTT, H. M. Consul-General, Canton, 1st July, 1902. [1840]

WANTED.

AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the section and management of Timber cutting Machinery. Forward copies of recent testimonials and state salary required to

DIRECTOR OF PUBLIC WORKS, Sandakan.

Hongkong, 4th February, 1902. [1446]

WANTED IMMEDIATELY.

AN EXPERIENCED PORTUGUESE CLERK for Canton.

ARNHOLD, KARBURG & CO., Hongkong, 30th June, 1902. [1780]

FOR One Month, a SMALL HOUSE or FLAT. Unfurnished or Furnished. State Rent required.

Address—

Care of Daily Press Office.

Hongkong, 19th June, 1902. [1698]

CHEONG LEE & CO.

FURNITURE STORE.

Established over 20 Years.

Importers and Exporters of—

Dealers in—Furniture, Blackwood, Jewellery, Caskets, Electro-Plate, and Glassware. Dining-room and other Furniture on Hire, &c. For the HIGHEST GRADE, BEST and CHEAPEST.

8, QUEEN'S ROAD CENTRAL.

Right opposite Robinson Piano Co.

Hongkong, 20th November, 1901. [561]

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (SATURDAY), the 5th JULY, at 12.30 P.M., at Queen's Statue Wharf,

THE Steam Launch.

"CHOY PO,"

Built of teakwood, in good condition and working order.

Length ... 62 feet.

Breadth ... 11 feet.

Depth ... 3 feet 9 inches.

For further Particulars, apply to the Auctioneers.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. [1804]

Hongkong, 1st July, 1902.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (SATURDAY), the 5th JULY, at 2 P.M., at their SALES Rooms, 40, Des Voeux Road,

A LARGE AND VALUABLE COLLECTION OF FOREIGN AND COLONIAL POSTAGE STAMPS.

Including:—

China and Kewiang, errors and inverted surcharged, Cape of Good Hope, triangular, German China, inverted surcharged, Gwalior, 1, 2, 3 and 5 rupees (unused), Hongkong, rare Chinese character, without Chinese character and Chinese character both sides, Orange Free State, V. R. I. and T. F., Siam, error, Straits Settlements, 1867 on India, St. Helena 1/- to 2/-, &c.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. [1804]

Hongkong, 4th July, 1902.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (SATURDAY), the 5th JULY, at 2.30 P.M., at his SALES Rooms, Queen's Road,

SILK, CASHMERE, and MERINO SUIT LENGTHS, LADIES' DRESS MATERIALS, FLANNELS and BLANKETS, FANCY NOTE PAPER and ENVELOPES, &c., &c., &c.

TERMS OF SALE:—As Customary.

V. J. REMEDIOS, Auctioneer. [1854]

Hongkong, 4th July, 1902.

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TERMS OF SALE:—As Customary.

V. J. REMEDIOS, Auctioneer. [1854]

Hongkong, 4th July, 1902.

PUBLIC AUCTION.

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V. J. REMEDIOS, Auctioneer. [1854]

Hongkong, 4th July, 1902.

INTIMATIONS.

GOVERNMENT GENERAL OF FRENCH INDO-CHINA.

THE HANOI EXPOSITION

WILL BE OPENED ON 3RD NOVEMBER, 1902.

THE Exposition which is situated close to the Railway Terminus at Hanoi, will comprise a GRAND PALACE and MAGNIFICENT BUILDINGS—containing Artistic, Commercial, Agricultural, and Industrial Productions of the greatest variety from France and her Colonies (1st section); French Indo-China (2nd section); and the countries of the Far East—China, Japan, Philippines, Siam, Netherlands India, British India, Straits Settlements, Burma, &c. (3rd section).

The WEATHER in TONKIN during the months of November, December, January, and February, is mild and invigorating and may be compared to a winter at Nice.

The GALLERY of FINE ARTS will contain more than 500 Pictures, and will be organised under the Direction of the Inspection-General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railways and Steamers to the chief Places of Interest in Indo-China (Cochin-China, Tonkin, Laos, Cambodia, Annam) will be organised at reasonable prices.

ATTRACTIONS OF ALL KINDS: Military Bands, Theatres, Circuses, Concerts, Aquatic Sports, Balloon Ascensions, Fireworks, Games, &c., will be provided.

REDUCED PRICES will be charged by all Steamship Lines running to Haiphong, from whence Hanoi may be reached in a few hours by Railway or Steamer.

NUMEROUS First-Class HOTELS and CAFES assure every accommodation to visitors at moderate prices.

For FURTHER INFORMATION apply to the French Consulate in the Far East.

P. THOME, Commissaire-General de l'Exposition de Hanoi.

Hongkong, 1st July, 1902. [1800]

NOTIFICATION.

CHINESE INDEMNITY OF 1901.

THE following Regulations have been approved by His Majesty's Principal Secretary of State for Foreign Affairs for the payment of the amounts of British private claims allowed by the Claims Commissioner.

Claims are divided into:—

(A) Death claims, and private claims allowed at and under £100 sterling.

(B) Private claims allowed over £100 sterling.

Claimants under the first class, or their executors, administrators, or assigns, will be entitled to payment of the full amount allowed, from the first instalment of the British General Indemnity due from the Chinese Government on the 1st of July next.

Claimants of the second class are given the following option:—

(1) Payment by Imperial Chinese Government 4 per cent. sterling bonds at par, redeemable by sinking fund within a period of 39 years from the 1st of July, 1901. Interest on these bonds will be payable half-yearly, and they will be deliverable in exchange for a discharge in full for the amount of claim allowed.

(2) Payment by Certificates bearing no interest, for the amount allowed, which will be given in exchange for a discharge in full of the claim. These Certificates will be payable by instalments, from the service of the British General Indemnity as and when received from the Chinese Government, subject to the prior payment of claims under Class (A) and of the service of bonds which may be taken in payment of private claims under Option (1). One notice of such payments will be given in the London Times and in the local Press of Hongkong, Shanghai and Tientsin, and the corresponding coupon attached to the Certificate will then become payable to the holder of the Chinese as and when received from the Chinese Government, subject to the prior payment of claims under Class (A) and of the service of bonds which may be taken in payment of private claims under Option (1). It is calculated that, under the conditions of the General Indemnity, it should be possible to extinguish these certificates in five half-yearly instalments of not less than 10 per cent. the first of which will become due in the month of July, 1902.

British subjects, being claimants under class (B), or their representatives, whose claims have been allowed by the Claims Commissioner, are requested to communicate in writing with the undersigned at the Hongkong and Shanghai Banking Corporation, Shanghai, not later than the 20th of July next, stating the option they desire to exercise with regard to payment by bonds or Certificate.

E. G. HILLIER, British Delegate.

Peking, 12th June, 1902. [1764]

司公濟鴻角

HUNG CHAI & CO., WONGKOK, YAUMATI.

MANUFACTURERS OF MOSAIC BRICKS of all Colours and Designs.

YEE SHUN & CO., Agents.

No. 61, Bonnam Street.

Hongkong, 6th March, 1902. [1771]

TO LET.

SPACIOUS GODOWN at Wanchai for storing Oils or any other merchandise.

Apply to—

N. MOBY & CO., 54-56, Queen's Road Central.

Hongkong, 3rd July, 1902. [1843]

TO LET.

GODOWNS at WANCHAI, suitable for Storage of Yarn.

Apply to—

EDWARD OSBOENE, Secretary.

The Hongkong & Kowloon Wharf and Godown Company, Ltd.

Hongkong, 13th May, 1902. [1879]

NOTICE.

TO LET.

"ELNEFOOT" UPPER RICHMOND ROAD.

Apply to—

DEACON & HASTINGS, 10, Queen's Road.

Hongkong, 14th June, 1902. [1657]

TO LET.

ONE LARGE OFFICE ROOM in PRINCE'S BUILDING, 2nd Floor.

Apply to—

REUTER, BROCKELMANN & CO., Hongkong, 3rd July, 1902. [1842]

TO LET.

13 EUROPEAN HOUSES: Nos. 20, 24, 26, 28, 30, 32, 34, 40, 44, 46, 48, 50, and 52, LEIGHTON HILL ROAD.

Apply to—

THE HONGKONG & KOWLOON LAND AND LOAN COMPANY, LTD., No. 8, Queen's Road West.

Hongkong, 30th April, 1902. [1259]

TO LET.

NO. 11, MACDONNELL ROAD.

HOUSES in CLIFTON GARDENS, Conduit Road.

HOUSES at CAUSEWAY BAY, facing the Polo Ground.

A HOUSE in RYAN TERRACE, GODOWNS at BLUE BUILDINGS.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 13th June, 1902. [71]

TO LET.

NO. 3, QUEEN'S GARDENS.

Apply to—

G. C. ANDERSON, 4, Pedder Street (Ground Floor), Hongkong, 13th March, 1902. [300]

FURNISHED BEDROOM TO LET.

With or without BOARD. Suitable for Single Person or Married Couple. Very healthy and pleasant surroundings.

V. H. Care of Daily Press Office.

Hongkong, 2nd July, 1902. [1828]

TO LET.

FROM 1st August, "THE EYRIE," Peak. Furnished. The Coolest House in the Colony.

With Immediate Possession, No. 4, CAMERON VILLAS, Unfurnished. Rent \$150 per month and taxes.

Also—

Nos. 5, 8, 10, 20 and 21, BELLIOS TERRACE.

For Particulars, apply to—

TURNER & CO., Hongkong, 3rd July, 1902. [1841]

TO LET.

A SIX-ROOMED BUNGALOW on MOUNT GOUGH, having a view of the Harbour.

For Particulars, apply to—

DENNIS & BOWLEY, Solicitors, Supreme Court House.

Hongkong, 1st July, 1902. [1813]

TO LET.

HOUSE No. 13, GAGE STREET, Six Rooms.

Apply to—

E. A. DE CARVALHO, C. E. DE CARVALHO.

Hongkong, 2nd May, 1902. [1277]

TO BE LET.

"BISNEE VILLA," POKEFULUM, Immediate Possession.

Apply to—

LINSTEAD & DAVIS, Hongkong, 24th March, 1902. [89]

TO LET.

OFFICES at 6, QUEEN'S ROAD CENTRAL.

Apply to—

G. GIRAULT, Hongkong, 3rd January, 1902. [192]

TO LET.

NO. 3, "MAGDALEN TERRACE," MAGAZINE GAP.

Apply to—

SPANISH PROCURATION, Hongkong, 1st April, 1902. [977]

TO LET.

OFFICES in GROUND FLOOR of DES VOEUX ROAD and ICE HOUSE STREET.

For Particulars, apply to—

THE MEDICAL HALL, Hongkong, 10th March, 1902. [765]

TO LET.

A NEW EUROPEAN HOUSE situated on the North Spur of Morrison Hill. It has a splendid view, and enjoys the full benefit of the south-west monsoon.

For Particulars, apply to—

W. LYSAUGHT, 151, Wanchai Road.

Hongkong, 2nd June, 1902. [1535]

TO LET.

NOS. 6, 8, 10 and 12, CASTLE ROAD; Nos. 7, 9, 11 and 13, SEYMOUR ROAD. Immediate Possession.

Apply to—

WO KEE & CO., No. 298, Des Voeux Road Central.

Hongkong, 30th June, 1902. [1778]

TO LET.

GODOWNS

HONGKONG
BUSINESS DIRECTORY

BOOKBINDING
"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work
FURNITURE WAREHOUSEMEN

JEWELLERS
CHIEF & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17A, Queen's Road Central.

PHOTOGRAPHER
MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PRINTING
"DAILY PRESS" OFFICE.
Prints read by Englishmen.

STOREKEEPERS
F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Peking Central, next Hongkong Hotel.

WATCHMAKERS
BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

WATCHMAKERS
KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware Engineer
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

WATCHMAKERS
MORE & SEIMUND,
41 and 45, Des Vaux Road, Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers. Sole Agents
for Shipowners' Composition ("Grey-
hound Brand") and Blundells
Spence & Co.'s Composition.

WATCHMAKERS
DROZ & CO.,
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

PUBLIC COMPANIES
HALL & HOLTZ, LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the SHAREHOLDERS of the
above Company will be held at the Com-
pany's Premises, Nanking Road, Shanghai,
on SATURDAY, the 5th day of JULY, 1902,
at 11 o'clock a.m., when the following special
resolutions will be proposed and submitted:

RESOLUTIONS.
I. That the Capital of the Company be
increased to Mex. \$420,000 by the creation
of 7,000 additional ordinary shares of Mex.
\$20 each, raising for dividend and in all
other respects *pari passu* with the existing
ordinary shares in the Company.

II. That the Directors be and they are hereby
authorised to allot such newly created issue,
at par among the existing Members of the
Company as to such as may be applied for;
so that each Member shall be entitled to
apply for one share of the new issue for
every two shares of the old issue held by
him and that the amounts payable on such
new shares as applied for should be paid to
the Company at such times as the Directors
shall think fit.

III. That the Directors be and they are hereby
authorised to dispose of any shares unapplied for by a
Shareholder under the last preceding
Resolution within the time appointed to
such person or persons and upon such terms
as the Directors may think fit.

By Order,
E. R. PALMER,
Secretary.

Shanghai, 6th June, 1902. 1753

THE TEBRAU PLANTING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the
SIXTH GENERAL MEETING of the
SHAREHOLDERS of the above Company
will be held at the COMPANY'S OFFICES,
38 & 40, Queen's Road Central, on MONDAY,
7th JULY, 1902, at Noon, for the purpose
of receiving the Report of the General Managers,
together with a Statement of Accounts for the
period ending 30th April, 1902.

The TRANSFER BOOKS of the Company
will be CLOSED from the 30th JUNE to the
14th JULY, inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 28th June, 1902. 1751

**THE HONGKONG ELECTRIC
COMPANY, LIMITED.**

NOTICE IS HEREBY GIVEN that the
THIRTIETH ORDINARY
MEETING of the SHAREHOLDERS will be held at the COMPANY'S
OFFICES, No. 4, Queen's Buildings, on
TUESDAY, the 8th JULY, at 12.30 p.m., for
the purpose of presenting the Report of the
Directors, together with a Statement of
Accounts to 30th April, 1902, and electing
Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 24th instant to the
8th prox., both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 20th June, 1902. 1752

CLARKE'S B 41 PILLS are
warranted to cure, in either sex, all acquired or
constitutional Discharges from the Urinary
Organs, Gravel, and Jaundice in the Back. Free
from Mercury. Established upwards of 30
years. In Boxes 4s. 6d. each, of all Chemists
and Patent Medicine Vendors throughout the
World. Proprietors, THE LINCOLN AND MID-
LAND COUNTRIES DRUG COMPANY, Lincoln,
England.

COLD STORAGE
THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 cubic feet of Cold
Storage available at EAST TOWN. Stores will
be open at 10 a.m. and 4 p.m. daily, Sundays
excepted, to receive and deliver perishable goods.
Wm. PARLAN, Manager.
Hongkong, 16th November, 1901. 16

THE WORLD-MASTERS,

BY GEORGE GRIFFITH.

Author of "The Angel of the Revolution,"
"Brothers of the Chain," "The Justice
of Revenge," "A Honey-moon
in Spain," &c. &c.

[COPYRIGHT.]

CHAPTER XXIV.

Within ten days of the sinking of the *Vladivostok*,
Europe was electrified by the news, published
far and wide through the English and Con-
tinental Press, of what amounted to a pitched
battle between two armed private yachts in
mid-Atlantic. As they were the only yachts
strange to the officers and sailors of the
Vladivostok lost nothing either in the telling to
the interviewers or in the reproduction in the
newspapers.

The boats' crews had been picked up about
thirty-six hours after the sinking of the Russian
yacht by a French liner, which took them to
Le Havre. The officers had taken the greatest
precautions to prevent the men from
speaking too freely, but it was no use. There
were two journalists, one an Englishman and
the other an American, on board the boat, and
they agreed to divide the sensation between
their two countries. Both were in the service
of wealthy journals, and they bribed as freely
as they did unscrupulously, with the result that
in addition to the general gossip of the ship,
which was more or less accurate, they each
possessed a fairly comprehensive narrative of
what had happened on the high seas between
the *Nadine* and the *Vladivostok*, and both of which
were speeding over the waves to America and
Canada within half an hour of the liner's arrival
at Le Havre.

But the Englishman did even better than
this, for he practically kidnapped the third
engineer of the *Vladivostok* who could speak very
good French, chartered a special steamer to
contransport him absolutely dry on the
passage, and turned up at midnight at the
office of his paper with a column and a half of
vividly written description of the most sensa-
tional event that had taken place on the high
seas since the affair of the *Trent* during the
American war.

The press was stopped, the matter was set
up with lightning speed, and by the next morn-
ing that journalist had achieved the biggest
 scoop of the twentieth century. The news
agencies immediately wired extracts all over the
Continent, and meanwhile the news had been
leaking out through other sources in France, for
passengers will talk and the captain was bound
to make his formal report as to the picking
up of the castaways; whereas within twenty-
four hours the whole Continental Press was
teeming with interviews, more or less authentic,
and leading articles and notes on the subject of
this astounding occurrence. Two Russian
newspapers published a few meagre details and
were promptly suppressed.

The *Globe*, in a leader on what it termed
the "astounding intelligence published by the
morning newspapers," put the matter very
concisely, and with its usual clearness and
insight into foreign affairs.

"We have here," said the writer, "not only
one of the most astonishing but one of the most
significant incidents of modern times—an
incident which, almost incredible as it is, is
nevertheless the more significant when taken in
connection with other contemporary events, of
which our readers have been kept constantly
informed. It is not customary, it is not usual,
and it is somewhat unusual for a Russian yacht
owned by a well-known Russian ex-Minister of
State to start, as we know the *Vladivostok* did,
from Southampton on a cruise to the Baltic
stop at Cherbourg, and then turn up in the
middle of the Atlantic. But what is the world
to think when this yacht, the property of a
noblemen high in favour at the Court of St.
Peterburg, deliberately opens fire on a yacht
owned by an English nobleman whose guest the
owner of the *Vladivostok* had been but a few days
before? Perhaps even more amazing is the fact
that the English yacht replied in kind: crippled
her opponent, took the owner and his daughter
prisoners, set the crew adrift, sank her adversary
and vanished. Viscount Branstons' yacht was,
we understand, bound for Halifax, with two
distinguished French ladies on board. A cable
just to hand informs us that nothing has been
heard of her, although she should have arrived
there nearly a week ago. With some reluctance
we feel compelled to ask whether there is any
connection between this extraordinary occurrence
and the mysterious electric works which, as
is well known, are being constructed at
enormous expense, by a syndicate of which
both Viscount Branstons and his father, the Earl
of (reel), are prominent members. There have
been many strange and wild rumours current
about this enterprise, and the last few
months, and we confess that this almost
incredible incident appears to lend some
countenance to them.

"In the same connection it is necessary to
call attention to the fact that just as this en-
terprise was approaching completion, France
and Russia both equipped a so-called scientific
expedition for the purpose of once more at-
tempting to force a passage to the north pole.
We do not profess to have any inside knowledge
as to these mysterious proceedings, but we con-
fess that we should not be greatly surprised if
it would not be more correct to read 'imagined
pole' for 'north pole.' It is impossible to see
anything other than an international signifi-
cance. Noblemen of different nationalities do
not nowadays go out on to the high seas to
fight naval duels to arrange their private
differences, wherefore it appears that, either
the *Vladivostok* was a common pirate outside the
law of nations, and yet owned by a Russian ex-
Minister, who was on board when the act of
piracy was committed, or she was a privateer
acting under the licence of the Russian Govern-
ment. We, in common with the whole civilised
world, shall await with the utmost anxiety the
immediate development of the wholly un-
paralleled state of affairs."

The world waited for about a week and heard
nothing. The British Foreign Office made its
usual, timid and tentative representation, and
received the usual snub, to the effect that the
Russian Government was investigating the
matter as fully as possible, but had so far only
arrived at the fact that the English yacht fired
first.

But the plots and counterplots and the steady
preparations which had been going on for so
long working out or the defusing of the great
scheme were now about to bear fruit, and the
world was not to be lacking in sensations such
as it had never experienced before.

No sooner did the German Government learn
the story of the duel between the *Nadine* and
the *Vladivostok* than its secret agents began
to put two and two together, and make
their representations accordingly. Ex-Captain
Victor Fargues was known to have been an
intimate friend of Adelaide de Conde, who was
a guest on board the *Nadine*, and further to
have been in close communication with Count

Valdemar, the owner of the *Vladivostok*. He had
left his country, taken up his residence in Paris,
and had been proved to be in close touch with
General Ducas. All this was significant enough,
but when the clearest of all the German agents
in Paris found out that ex-Captain Victor
Fargues, late of the German Army, had been
appointed to the scientific command of the
French Polar Expedition, darkness became
light, and a premonitory demand was sent from
Berlin to Paris for his immediate extradition
on the previous charge of high treason.

To this Paris returned a polite but uncom-
promising refusal, and Berlin promptly re-
plied that if the expedition sailed, with ex-Captain
Fargues on board a German expedition would stop
it and take him off. To this France replied by
mobilising the Northern Squadron and ordering
the Admiral in command to escort the expedition
to sea and protect it against assault at all
hazards. Paris also sent Berlin a curt note
intimating that if the threat were carried out
it would be taken as a declaration of war.

Another note arrived at Berlin about the
same time from Petersburg, informing the
German Kaiser that the French and Russian
Polar Expeditions formed a joint enterprise on
the part of the two countries, and that any act
hostile to the one would be considered hostile to
the other. The note also plainly hinted that,
considering the tremendous nature of the issues
involved by a breach of the international peace,
such a trivial matter as the extradition of a
person accused of treason could not possibly
under the circumstances afford a valid reason
for what would be to all intents and purposes
an act of war.

Within twenty-four hours a powerful French
squadron was manœuvring off the mouth of the
Kid Canal just out of range of the forts. The
French Polar Expedition with Victor Fargues
on board was making its way at full speed
down the English Channel, the Russian expedi-
tion headed by the *Jean the Terrible* passed the
North Cape on its way to the coast of Greenland,
and four millions of Russians and Frenchmen of
all arms were massed on the eastern and western
frontiers of Germany. At the same moment
Kaiser Wilhelm called upon his brother
Sovereigns of Austria and Italy, and the Triple
Alliance stood to arms by land and sea. In a
word, the European powder-magazine was lying
wide open, and the firing of a single shot would
have turned it into a volcano.

Still the weeks dragged on till the tension
became almost insupportable. According to an
old North of England saying: "One war before
and 't'other darnt start," the risks were so
colossal.

Great Britain meanwhile kept her own
counsel, and w-at on sweeping up the remnant
of the rebel Boers in South Africa. The only
precaution she had taken was to place every
effective ship in the Navy in commission.

It was at this juncture that Europe experi-
enced a new sensation. In one memorable week
and a half the French, German, Austrian, and
Russian flags from American ports brought
packages of the strangest proclamation that
ever was issued, and in the mail-bags of the
same boats there were similar communications
addressed to all the Chancelleries of Europe, and
these were of a character to shake the official
mind to its very foundations, as in fact they
ultimately did.

The communications, both public and private,
took the form of a motion picture, as it were,
from the office of the International Electrical
Power and Storage Trust, Buffalo, N.Y. Those
which were addressed to the crowned heads of
Europe were accompanied by autograph letters
respectfully requesting the personal attention
of the monarch to the contents of the circular.
The circular ran as follows:—

The Secretary of the International Electrical
Power and Storage Trust is directed by his
Board of Managers to inform the
ruling sovereigns and peoples of Europe
and of the following facts, and to request their
most serious attention to the same:

A. The Directors of the Trust view with
grave concern the formidable military and
naval preparations which have lately been
made by the Powers of Europe. In their
opinion these preparations point to a near
outbreak of hostilities on such an im-
mense scale that not only must a vast ex-
penditure of blood and money be inevitable,
but the commerce of the world will be
most injuriously affected.

B. This Trust is a business concern. Its
Directors have no international sympathies
whatsoever, and they do not want war. At
the same time, if the Powers of Europe are
determined to fight, the Trust will
permit them to do so on payment of a
contribution fee of the equivalent in the
money of each respective country of one
dollar per head of effective fighting man
in the field per week—fees to be paid into
the Bank of England within seven days
after the commencement of hostilities. A
liberal allowance will be made for killed
and wounded if official returns are promptly
sent to the London office of the Trust,
256, Old Broad Street, E.C.

C. Prompt attention to the foregoing par-
agraphs is earnestly requested for the
following reasons: (1) The Trust has ac-
quired control of the electrical forces of the
Northern Hemisphere and is therefore in a
position to make all the operations of
civilised life, including warfare, possible or
impossible, as its commercial arrangements
may demand. (2) One week from the date
above will be given for the Powers of
Europe to settle their differences without
fighting, or to accede to the terms offered
by the Trust. Failing this the Northern
Hemisphere, with certain exceptions, will
be deprived of its electrical force. The
consequences of this will be that cables
and telegraphs will cease to work, and all
machinery constructed of iron or steel will
break down if operated. Railways will be-
come useless, and bridges of metallic con-
struction will collapse as soon as any
considerable weight is placed upon them.

D. Finally to these results, it is un-
happily probable that the withdrawal of electrical
force will very seriously affect the health
of the populations of the Northern
Hemisphere. Death rates will very largely
increase, and it is probable that a new
disease unknown to medical science will
make its appearance. It is expected to be
fatal in every case, if the terms of the
Trust are not complied with, but it will
first affect the young and the weakly. It
is therefore to be hoped that considerations
of humanity, if not of policy, will induce
the peoples and the Governments of Europe
to accede without delay to the conditions
which I have the honour to submit.

As may well be imagined, this seemingly
preposterous circular was received either with
denial or contemptuous silence in every
capital of Europe save Paris. There its import-
ance was well known, but at the same time
it was impossible for France alone among the
nations to acknowledge herself the vassal of the
Trust. In Petersburg some hint of the truth
was known; but the Government, confident of
the success of the two expeditions, just dropped
the communication into the official waste-paper
basket and went on with its naval and military
preparations.

Everything depended upon the six vessels
which were steaming towards Boothia Land
reaching their goal and accomplishing their
mission. If they succeeded Europe would be
plunged into the bloodiest war that had been
fought since the days of Napoleon. If they
failed the way would be stopped by an invincible,
but irresistible force, and humanity would be
astounded by the accomplishment of such a
miracle of science as it had never seen before.
(To be continued.)

INSURANCES

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above
Company are PREPARED to ACCEPT FIRE
and Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.
Hongkong, 25th May 1895. 127

TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 1st Novem. 1872. 125

SALAMANCA FIRE INSURANCE
COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

ROTZ, JACOB & CO.
Hongkong, 2nd April, 1900. 129

NOTICE.

WE have this day been appointed
AGENTS of the MANCHESTER
ASSURANCE COMPANY, and are prepared
to ACCEPT RISKS at Current Rates.

ALEX. ROSS & CO.
Hongkong, 1st July, 1902. 1829

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1901,
£15,732,683.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 687,500 0 0
II. FIRE FUNDS... 2,685,518 5 2

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 1st July, 1902. 179

"L'URBAINE"

FIRE INSURANCE COMPANY, Ltd.
(Established 1858.)

THE Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.,
Hongkong, 7th February, 1901. 173

PHENIX FIRE OFFICE

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. 128

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.

INCORPORATED 1851.
CAPITAL... £10,000.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.,
Agents.
Hongkong, 19th May, 1902. 1112

AACHEN AND MUNICH FIRE IN-
SURANCE CO.

OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BRÜCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. 1118

THE LIVERPOOL AND LONDON AND
GLOBE INSURANCE COMPANY.

ESTABLISHED 1836.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.,
Agents.
Hongkong, 3rd June, 1902. 1573

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th Mar. 1892. 12

CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.

Throughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.

LUTGENS, EINSTMAN & CO.,
Sole Agents for China.
Hongkong, 1st July, 1902. 1810

TRADE MARK

IN CASES OF ABOUT
100 LBS. NET
NET 65 LBS. NET

Throughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.

LUTGENS, EINSTMAN & CO.,
Sole Agents for China.
Hongkong, 1st July, 1902. 1810

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Rot, and Dampness.

LUTGENS, EINSTMAN & CO.,
Sole Agents for China.
Hongkong, 1st July, 1902. 1810

SAVE YOUR HAIR
With Shampoos of

And light dressings of Cuticura, purest of emollient skin cures.
This treatment at once stops falling hair, removes crusts, scales, and
dandruff, soothes irritated, itching surfaces, stimulates the hair follicles,
supplies the roots with energy and nourishment, and makes the
hair grow upon a sweet, wholesome, healthy scalp, when all else fails.

Complete External and Internal Treatment for Every Humour.
Cuticura Soap, to cleanse the skin of eruptions and scales, and soften the
thickened cuticle. Cuticura Ointment, to penetrate, soothe, and irritate,
and soothe and heal. Cuticura Resolvent, to cleanse the blood. A
SINGLE SET is often sufficient to cure the severest humours, without the aid of other
drugs. Also, Cuticura for the Hair, to keep the hair from falling out, and
make it grow again. Cuticura for the Face, to remove all skin troubles, such as
Pimples, Bores, etc. Cuticura for the Feet, to remove all skin troubles, such as
Pimples, Bores, etc. Cuticura for the Hands, to remove all skin troubles, such as
Pimples, Bores, etc. Cuticura for the Arms, to remove all skin troubles, such as
Pimples, Bores, etc. Cuticura for the Legs, to remove all skin troubles, such as
Pimples, Bores, etc. Cuticura for the Body, to remove all skin troubles, such as
Pimples, Bores, etc. Cuticura for the Head, to remove all skin troubles, such as
Pimples, Bores, etc. Cuticura for the Neck, to remove all skin troubles, such as
Pimples, Bores, etc. Cuticura for the Chest, to remove all skin troubles, such as
Pimples, Bores, etc. Cuticura for the Back, to remove all skin troubles, such as
Pimples, Bores, etc. Cuticura for the Stomach, to remove all skin troubles, such as
Pimples, Bores, etc. Cuticura for the Liver, to remove all skin troubles, such as
Pimples, Bores, etc. Cuticura for the Spleen, to remove all skin troubles, such as
Pimples, Bores, etc. Cuticura for the Pancreas, to remove all skin troubles, such as
Pimples, Bores, etc. Cuticura for the Gallbladder, to remove all skin troubles, such as
Pimples, Bores, etc. Cuticura for the Intestines, to remove all skin troubles, such as
Pimples, Bores, etc. Cuticura for the Urinary Organs, to remove all skin troubles, such as
Pimples, Bores, etc. Cuticura for the Reproductive Organs, to remove all skin troubles, such as
Pimples, Bores, etc. Cuticura for the Skin, to remove all skin troubles, such as
Pimples, Bores, etc. Cuticura for the Hair, to remove all skin troubles, such as
Pimples, Bores, etc. Cuticura for the Face, to remove all skin troubles, such as
Pimples, Bores, etc.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	ULYSSES	On 5th July
GLASGOW and LIVERPOOL	TYDEUS	On 11th July
GLASGOW and LIVERPOOL	TYDEUS	On 17th July
GLASGOW and LIVERPOOL	TYDEUS	On 23rd July
GLASGOW and LIVERPOOL	TYDEUS	On 29th July
GLASGOW and LIVERPOOL	TYDEUS	On 31st July
GLASGOW and LIVERPOOL	TYDEUS	On 6th Aug.

TO	STEAMERS	DATE
LONDON	ALCINOUS	On 16th July
LONDON	SARFEDON	On 22nd July
LONDON	ULYSSES	On 28th July
LONDON and ANTWERP	TELEMACHUS	On 19th Aug.
LIVERPOOL Direct	IDOMENEUS	On 13th July
LIVERPOOL Direct	TYDEUS	On 20th Aug.

The S.S. "ULYSSES" left Singapore on the 30th ult., and is expected here on the 5th inst. The S.S. "LAERTES" from Penang, has arrived, and leaves for Amoy on Sunday, 6th inst. For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS, O. S. S. CO.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	DATE
SHANGHAI	WHAMPOA	On 8th July
SHANGHAI	WEIYANG	On 14th July
SHANGHAI	SHANGHAI	On 20th July
SHANGHAI	SUNGLANG	On 26th July
SHANGHAI	KAIFONG	On 31st July
SHANGHAI	NANCHANG	On 6th Aug.
SHANGHAI	TSINAN	On 12th Aug.
SHANGHAI	TAIYUAN	On 18th Aug.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo and Passengers at through rates for New Zealand Ports. Loading at Quarry Bay.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st July, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

TO	STEAMERS	DATE
TAMU, VIA SWATOW	DAIJI MARU	SUNDAY, 6th July
TAMU, VIA SWATOW	DAIJI MARU	SUNDAY, 13th July
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 9th July
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 16th July
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 23rd July
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 30th July
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 6th Aug.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 13th Aug.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 20th Aug.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 27th Aug.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 3rd Sept.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 10th Sept.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 17th Sept.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 24th Sept.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 1st Oct.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 8th Oct.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 15th Oct.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 22nd Oct.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 29th Oct.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 5th Nov.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 12th Nov.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 19th Nov.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 26th Nov.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 3rd Dec.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 10th Dec.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 17th Dec.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 24th Dec.
TAMU, VIA SWATOW	DAIJI MARU	WEDNESDAY, 31st Dec.

The Co.'s new Steamers are specially designed for the coast trade of South China and Japan, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried. Government Marine Surveyors, and are registered the highest class of Lloyd's. Steamers will go alongside the Co.'s Pontoons at the Customs water-front premises at Tamu to land all passengers and cargo.

OSAKA SHOSEN KAISHA.
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 4th July, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG via SHANGHAI, INLAND, SEA OF JAPAN, MOI, KORE & YOKOHAMA FOR PORTLAND, OREGON

STEAMSHIP	TONS	CAPTAIN	HONGKONG
INDRAVELLI	3,162	Captain	July 28, 1902
INDRAPURA	3,162	Hollingsworth	Aug. 14, 1902
INDRAPURA	3,162	Hollingsworth	Sept. 13, 1902

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st March, 1902.

NAVIGAZIONE GENERALE ITALIANA.

(FLORIO & RUBATTINO UNITED COMPANIES)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AFRICAN, LEVANTINE and SOUTH AMERICAN PORTS up to CALTA.

(Taking Cargo at through rates to PERIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"BISAGNO,"

Captain Muzio, will be despatched as above on FRIDAY, the 11th inst., at Noon.

At Bombay, the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 1st July, 1902.

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK

THE full-powered Steamship

"VERONA,"

will be despatched for the above port on SATURDAY, the 19th July.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 30th June, 1902.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service home to CALCUTTA, sailing from CALCUTTA for CAPS PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan, Hongkong, 4th August, 1897.

STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"BRAEMAR" On 10th July.

"ATHOLL" On 20th July.

"HEATHBURN" On 31st July.

"RICHMOND CASTLE" On 10th Aug.

"LENNOX" On 20th Aug.

"AFRIDI" On 31st Aug.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 3rd July, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

SAIGON, STEAM FOR BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MAURITIUS, MEDITERRANEAN, AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 14th July, 1902, at 1 P.M., the Company's Steamship "BENEDICT" will leave for

SAIGON, STEAM FOR BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MAURITIUS, MEDITERRANEAN, AND BLACK SEA PORTS.

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SAIGON, STEAM FOR BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MAURITIUS, MEDITERRANEAN, AND BLACK SEA PORTS.

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MARKET PRICES.—July 3rd, 1902.

The Prices are given in Dollar Cents. A catty in 11 lbs., 1 picul 133 1/2 lbs.

Butcher Market.

Beef, 1 lb. 18

Pork, 1 lb. 18

Lard, 1 lb. 18

Chicken, 1 lb. 18

Duck, 1 lb. 18

Goose, 1 lb. 18

Turkey, 1 lb. 18

Geese, 1 lb. 18

Swine, 1 lb. 18

Sheep, 1 lb. 18

Goats, 1 lb. 18

Cattle, 1 lb. 18

Horses, 1 lb. 18

Donkeys, 1 lb. 18

Mules, 1 lb. 18

Camels, 1 lb. 18

Elephants, 1 lb. 18

Rhinos, 1 lb. 18

Tigers, 1 lb. 18

Lions, 1 lb. 18

Leopards, 1 lb. 18

Jaguars, 1 lb. 18

Cougars, 1 lb. 18

Bobcats, 1 lb. 18

Caracals, 1 lb. 18

Ocelots, 1 lb. 18

Sunbears, 1 lb. 18

Clouded leopards, 1 lb. 18

Amur leopards, 1 lb. 18

Siberian tigers, 1 lb. 18

Amur tigers, 1 lb. 18

Manchurian tigers, 1 lb. 18

Chinese tigers, 1 lb. 18

Indo-Chinese tigers, 1 lb. 18

Indo-Burmese tigers, 1 lb. 18

Indo-Malayan tigers, 1 lb. 18

Indo-Australian tigers, 1 lb. 18

